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No. 14 465

號五廿月八年九零百九千一英

HONGKONG WEDNESDAY, AUGUST 25, 1909.

日十廿月七年元統宣

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"A. S. WATSON & CO. LTD."
SHEWAN TOMES & CO. LTD.
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WEST RIVER NOTES.

(From Our Own Correspondent).
NANNING, August 15.
OFFICE.

Public opinion is advancing even in these backward regions regarding the opium question. No longer in any of the shops is the opium pipe provided as a matter of course for the use of customers. Though the efforts of the local Anti-Opium Society have so far been ignored by the habitual smoker, it is becoming increasingly difficult for the novice to plunge deeper into the vice.

Last year only one-third of the amount passed through Nanning compared with the opium which came from Yunnan and Kweichow two years ago and only one-ninth of that of 10 years ago. Unfortunately this is not all clear gain for some that used to take the route by the river through Nanning now goes another way.

MOTOR BOATS.

On Sunday evening the new boat "Tien Ma," belonging to Messrs. Banker and Co., arrived in Nanning after taking only 2 days and 4 hours from Wuchow. Later on it is hoped to even beat this record. She expects to take only 29 hours going down. Nanning is deeply indebted to Mr. Banker's dauntless enterprise. Two and a half years ago we considered ourselves fortunate in being able to come up by steam in ten days.

THE QUESTION OF RAILWAY STATIONS.

The Tientsin-Pukow Line.

On the occasion of the retirement of Li Ts-shun, the director of the Northern part of the Tientsin-Pukow Railway, it was asserted that he had endeavored to cause the Railway Station at Tientsin to be constructed in the neighbourhood of the German settlement and that he had received large sums of money as a bribe for that purpose from the Deutsche-Asiatische Bank connected with that company.

We have been asked to state that, although it was a question, at the beginning of the negotiations, of constructing the station partly on German, partly on English territory, nevertheless, during the course of the whole negotiations, which were conducted with full publicity, neither from the German nor from the English side, were offers or promises of any kind made to the Chinese negotiators nor to any other Chinese officials.

In the further course of negotiations, the Chinese Government, quite according to European Custom and with full publicity, demanded from both of the concessions a subsidy towards the expenses of building the railway, which subsidy was quoted at such a high figure that negotiations had to be given up as hopeless.

When finally the site for the projected station was selected at a spot far removed from the European settlements, (which caused those settlements to take no further interest in the matter) a Chinese syndicate, knowing how matters stood, bought up large quantities of land near the spot chosen, as a speculation. The German and English communities were neither directly nor indirectly concerned in this matter.—*Shanghai Mercury.*

The Daily Telegraph of 7th inst., says that rumours of change of tactics on the part of the opposition in regard to the budget are groundless. The attack will be renewed with fresh zeal. The Radicals boast that the battle will be finished on September 17, when Mr. Asquith is expected to make a speech of triumph at a demonstration at Birmingham. The Standard appeals to the Unionist leaders to inaugurate a personal campaign in the country.

DON'T IGNORE SLIGHT INJURIES.
DON'T neglect giving every cut, wound or bruise prompt attention. Blood poisoning, suppuration and an ugly festering sore may result. Chamberlain's Pain Balm is so effective, heals the wound rapidly and all danger is avoided by its use. Free sale by all chemists and druggists.

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With classified list, Appendix of General Information, list of Residents and Four Maps.

All Contracts for Advertisements, etc., appearing in this issue, hold good for one year from date of publication, July 25th, 1909.

Hongkong, July 24, 1909.

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Hongkong, July 7, 1909.

NOTICE.

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Hongkong, August 20, 1909. 1051

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Hongkong, November 12, 1908. 104

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Hongkong, August 17, 1909. 1038

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Hongkong, April 14, 1908. 418

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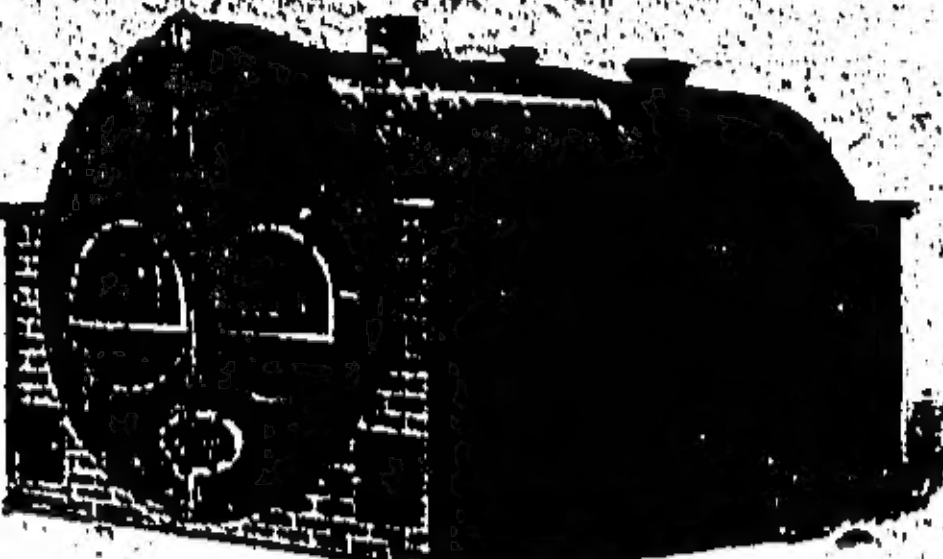
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Hongkong, February 4, 1909. 41

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DEATH.

BAINBRIDGE.—On July 25th, at West Dulwich, Capt. BAINBRIDGE, late Commander R.N., 31 Miyasaki Maru.

MEMOS FOR TO-MORROW.

Auction.

11 a.m.—Auction of 2,500 tons of Australasian Coal at Yauwatt Police Station.

Miscellaneous.

11 a.m.—Tenders close for Government Bills received by Chief Paymaster, Army Pay Department.

Goods per *Benavides* undelivered after this date subject to rent.

General Memoranda.

FRIDAY, August 27.—

2.30 p.m.—Auction of Household Furniture, at No. 3, Blue Buildings (first floor).

6 p.m.—Military Gun Practice.

Goods per *Prinz Waldemar* undelivered after this date subject to rent.

SATURDAY, August 28.—

2.30 p.m.—Auction of Household Furniture, at No. 3, Green Villas, Kowloon.

9 p.m.—Boxing at City Hall.

Goods per *Mongolia* undelivered at noon this date subject to rent.Goods per *Finshire* not cleared on this date at 3 p.m. subject to rent.

MONDAY, August 30.—

2.30 p.m.—Auction of Household Furniture, at No. 55, Wyndham Street.

Goods per *America Maru* undelivered at noon on this date subject to rent.Goods per *Silena* undelivered after this date subject to rent.

TUESDAY, August 31.—

2.30 p.m.—Auction of Household Furniture, at No. 5, Clifton Gardens (25, Conduit Road).

Goods per *Nile* not cleared at 4 p.m. on this date subject to rent.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 25, 1909.

DEPORTING CHINESE FROM THE PHILIPPINES.

The issue of the *Cable News-American* for August 21st, contains particulars of what seems a most unjustifiable abuse of plenary powers, an act of arbitrary despotism which urgently requires some explanation on the part of the responsible authorities in the Philippines. The reference is to the summary deportation of twenty Chinese from the city of Manila without the

formality of any sort of trial. The story, as told by our contemporary, is very simple in its details. No Kaw was Manager for his uncle, No St. Kaw, and evidently feeling that his services were not adequately remunerated, he asked for a rise in salary. This annoyed the uncle and angry words ensued. Now No Kaw was a member of the Ban Shung Tong and he laid his case before them and its members warmly espoused his cause, so much so that No St. Kaw received a severe beating from members of the Tong—an unmerciful beating, he claims. Thereupon he appealed for police protection and a Filipino detective was detailed to guard him day and night. Charges of theft were also preferred against No Kaw and the head of the Tong, but these never came into Court. About 6 o'clock on the evening of August 20 the principal men of the Ban Shung Tong and the Gee Hook Tong were summoned into the presence of Mr. Thompson, of the Manila police, ostensibly to give him particulars of the trouble. They proceeded to the police station under promise that they were in no danger and found themselves immediately placed under arrest. With startling suddenness they were hurried to the Legaspi landing and put on board a launch to be taken presumably to the Ytansang, about to sail for the China coast. According to our contemporary "the deportees were not given any notice whatsoever and it is claimed that they did not even have a change of clothing and were given no opportunity to arrange their business affairs. The men of the Ban Shung Tong are all well known business men and as far as is known were men of good character. Among them were SY CHAN, a banker having a place of business off Calle Santo Cristo; CHIA TIA, the owner of a soap factory on the same street; SY KIN, an Australian coal dealer on the Calle Cubaleros; GAN TIN, the owner of a lung factory on Calle Jaboneros, and PAC KAN OH, a clerk. AGAPITO UY, Treasurer, the president of the Ban Shung Tong, was also among the number.

When the affair got hurried abroad it caused no little excitement in Manila and the *Cable News-American*, under the heading "Where are the Courts?" gave expression to its feelings in the matter in the following spirited leading article:

The Chinese put on board ship last evening and deported may have been guilty of heinous crimes. We do not know as to that. No more do the police officers who put the men aboard the ship. No trial was had. No court passed upon the actions of the men deported. In the face of the certificates of residence issued by the Government to these men by which they were certified the right to remain in these islands and to have the protection of the laws of the country and access to its courts they were seized and taken away from their homes, their places of business and their families and put on board a boat and sent back to China where they will land without more than the clothes on their backs. Some of these men who have been thirty years in the islands and have built up large businesses and acquired property and have wives and children in Manila.

It has been boasted many times, that under the Stars and Stripes all men are guaranteed the benefit of the bill of rights and that none shall be condemned by executive officers unheard, but shall have the right to a speedy trial and to be confronted by the witnesses against them and to be informed of the charges of which they stand accused and above all shall be heard in their own defense in open court. It looks as though a piece of Russian administration had crept in under the Stars and Stripes. The proceeding looks to us like an outrage of law by the law's guard. It must be that orders for the action came from higher up or those immediately in charge of the affair would not have had the temerity to have performed the act.

Ever since the American occupation of the Philippines the Chinese residents have been subjected to a course of treatment that the great majority certainly do not deserve. The *Manila Times* more than once has protested against the course of procedure pursued and has reminded the petty understrappers of the insular government who have been principally to blame for many of the outrages and encroachments upon the rights and privileges of the Chinese, that hundreds of these law-abiding people whom they now harass and oppress were domiciled in the islands long before the strange Americans knew of the archipelago's existence. The present case certainly

seems to call for vigorous protest and we hope our contemporaries will not rest until an explanation is forthcoming. Looking at it solely in the light of the facts at present before us the case presents itself as a wanton outrage, an arbitrary abuse of powers never intended to be invoked in the sense in which they are used in the Philippines. China is long suffering, we know, but there is a limit even to her patience, and we fear that the American administration in the Philippines by its behaviour towards the Chinese residents is laying up a rod in pickle which some day it will bitterly rue.

NEWS OF THE DAY.

It is stated that the State Fire Insurance department of New Zealand shows a loss of \$4,000 on last year's working.

The Hongkong and Shanghai Bank has just bought a piece of land at Batavia, on which banking offices will be erected.

A seam of coal, 4 ft. 6 in. in thickness, has been picked near Dover. The seam is the thickest yet found in the Kent coal area.

The Osaka Shosen Kaisha's new Pacific liner, the *Tsushima Maru*, had to put back to Seattle last week owing to a broken rudder.

A man named Schwartz has been fined by the Singapore magistrate \$6,000, or six months' rigorous imprisonment, for having illegal possession of 138 tins of opium (opium) valued at \$2,000 odd.

The Netherlands India finances continue to be embarrassed despite a heavy increase of taxation. The *Jawa Bode* bears that the draft estimates for 1910 point to a deficit which is likely to reach 20 millions of guilders.

Permission has just been given to the First Royal Dragons to wear Tangier and Warsaw on their colours in recognition of the bravery displayed by the regiment in their engagements with the Moors and in the Continental campaign of 1759-60.

The Batavia *Nieuwsblad* calls attention to the steady increase in the numbers of opium-eaters and morphine-funks at Batavia, the residence of the Governor-General of Netherlands India. Arrests of these people by the police are matters of common occurrence there.

Mr. C. J. J. Roberts, late of the Standard Oil Co., Bangkok, whose extradition was refused by the magistrate at Penang, and who went on to Colombo, has been re-arrested and remanded. He is held at Colombo on the same warrant that was judged illegal in Penang.

Several changes are about to take place in the Judiciary of the Straits Settlements. It is very probable that Judge Sercombe Smith will become Attorney-General. Mr. Justice Braddell has been invalided home and it is not expected that he will return.

A New York grocer exhibited a sign in the following words outside his shop recently: "If I had my way about it, the men who persist in laying wooden pavements in the streets, knowing as they do the great danger to horses, would be in either heaven or hell in two days."

De Tham, the famous brigand chieftain of Upper Tonkin, has again bulked his pursuers by taking refuge in Chinese territory. The French authorities have asked the Chinese officials to capture him. The French forces in pursuit pressed him hard on July 26, but he escaped by the old device of parleying for a surrender until the coast was clear.

The new Australian silver coinage, on the obverse side of the coin, will bear the familiar King's head device, and the words "Edward, King and Emperor." On the reverse there will appear a map of Australia, with the name "Australia" printed across it. The new coinage may be expected to come into circulation towards the close of this year.

A foki was lying in his bed at Yauwatt last night, when a Chinaman took advantage of the open door by walking into the house and creeping under the bed. The foki thought this was simply a piece of larking by one of his friends, but not long after he saw a hand shoot out from underneath and snatch his shoes which were lying near. He at once gave an alarm and the thief was arrested. At the Magistrate's day he was sentenced to six weeks' imprisonment and six hours' stocks.

INFANTILE CHOLERA.

ANY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera is a deadly disease, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy follows by a dose or more of it will check the disease in its incipient stage, and when given in reasonable doses will prevent any dangerous consequences. For sale by all chemists and druggists.

A SHANGHAI CLUB RAIDED.

POLICE FIRED AT.

(From Our Own Correspondent.)

SHANGHAI, August 25.

On Tuesday night the police raided the Jessfield Club and carried off a number of roulette wheels.

This morning while search was being made for the proprietor, Mr. Gordon, a Spanish protégé, a Cuban and two Indian watchmen fired on the police. Sergeant Kennerley was shot in the leg by an Indian, and Gordon bit the arm of another Indian.

Gordon, the Indians, the Cuban and a Spaniard were arrested.

AMOI NOTES.

(From Our Own Correspondent.)

AMOI, August 20.

TENNIS.

In the semi-final of the 100 points Tournament, Onocoro beat Roberts by nearly 30 points. The final is to be played off this afternoon. Onocoro meeting F. E. Joeland, the latter conceding 50 points. A hard and level game should result with the odds in favour of the Japanese, who is a decidedly tough customer and who seems to be able to go on for ever without getting tired.

MAD DOGS.

The executive board lately seems to have affected several dogs on Kulangsu, and today the Secretary of the Municipal Council has issued a notification to the effect that a Brown Pointer dog, which is believed to be mad, and which has already bitten several other dogs, is at large on the island. The Community is requested to help the Authorities to rid Kulangsu of this danger by informing the Secretary of the Council immediately any information about the dog is received.

HOTELS.

Mr. C. C. Edwards, who for some years has run the "Sea View Hotel" here, has sold out, and the hotel has been taken over by Mr. Hyde and Mr. Selwood, the former of Swatow, and the latter late of I. M. Customs, Amoy. Many improvements are to be made, and the idea is to make the hotel come up more to the requirements of the port, as the number of visitors seems to increase steadily every year.

SPORTING.

The Annual Harbour Race.

The Hon. Secretary of the V.R.C. was informed to-day that the proprietors of the China Mail, Limited, had again offered to present prizes for a Harbour Race similar to those previously held. The race is open to all comers, and will probably take place on the 18th September, but the date has not been definitely fixed yet.

Aquatics.

The Regiment of the "Buff" has arranged to hold their Aquatic Sports in the V.R.C. enclosure on Friday, 10th September, commencing at 4 p.m.

The preliminary heats will be swum off on the 8th proximo in the R. E. F. canal.

The programme is as follows:—

1. 100 Yards (3 lengths)
2. Lengths for men who have learnt to swim during this season.
3. Diving Competition.
4. Relay Race (4 men per Co. each man swimming 2 lengths).
5. 2 Lengths open to Boys of Battalion.
6. Duck Hunt (3 men per Co.)
7. Open Race for Members of V.R.C.
8. Water Polo Match (Right v. Left half Battalion).

As the "Buffs" will have their band in attendance the afternoon should, weather permitting, prove a most enjoyable one.

The C.Y.C. Sports.

We understand the committee of the Corinthian Yacht Club has decided to hold an aquatic fête and sports on the afternoon of September 11th.

Water Polo.

The following matches in connection with the Shield Ties have been arranged to be played off to-day—8th Co. R. G. A. v. 88th Co. R. G. A. "Buffs" v. C. Y. C. On Friday next the Luntano Recreation Club plays off their match with the Boys Own Club.

All these matches will be played in the V.R.C. enclosure.

Interport Swimming Contests.

No word has yet been received by the Hon. Secretary of the V.R.C. from the International Swimming Club, Shanghai, regarding the Interport Events it has been proposed to include in the V.R.C.'s annual aquatic programme, though a wire accepting Hongkong's invitation is expected shortly.

We take the names of the probable swimmers for Shanghai from the *N. O. Daily News*:—R. W. MacCabe, E. Prince, C. W. O. Mayne, P. Fowler, D. H. Cooke, F. E. N. Rosen, J. Wilson, W. Jones and G. J. Robinson.

The team is expected to leave Shanghai about the 17th of next month.

PROPER TREATMENT FOR DYSENTERY AND DIARRHOEA.

THE great mortality from dysentery and diarrhoea is due to a lack of proper treatment at the first stages of the disease. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and when given in reasonable doses will prevent any dangerous consequences. For sale by all chemists and druggists.

TERRIBLE SHIPPING DISASTER.

N. D. L. STRAMER IN COLLISION AT MONTE VIDEO.

Many Lives Lost.

(Reuter's Service to the China Mail.)

LONDON, August 25.

The Nord Deutscher Lloyd liner Schlesien collided with the Argentine excursion steamer *Colombia* in Monte Video harbour. The *Colombia* sank and from 150 to 300 people were drowned, mostly women and children. The *Schlesien* is leaking.

CURBING TURKISH CHAUVINISM.

ADVICE TO THE PORTE.

(Reuter's Service to the China Mail.)

LONDON, August 24.

Reuter's correspondent at Constantinople wires that it is understood that all the Turkish Embassies abroad, telegraphed to the Porte warning it of the disavowal wherewith the Powers view any display of a chauvinistic policy on the part of Turkey.

AVIATION.

SOME WORLD'S RECORDS AT RHEIMS.

(Reuter's Service to the China Mail.)

LONDON, August 24.

There is a huge attendance at Rheims. Some remarkable speeds have been attained by various aéroplanes. M. Bleriot circled the course, a distance of ten kilometers, in 8 minutes and 22 seconds—a world's record; but he was beaten an hour later by the American Curtiss, on a biplane in 8 minutes 37 seconds.

[Note.—The Wright Brothers are proceeding against Curtiss in the American Courts for infringing their patents.—Ed. C.M.]

A SCIENTIFIC EXPEDITION.

ASIATIC PLANTS FOR AMERICA.

(Reuter's Service to the China Mail.)

LONDON, August 24.

Professor Meyer, representative of the United States Bureau of Agriculture, has arrived at Liverpool en route to Datoum whence he starts on a botanic expedition across Turkestan, Tibet, and China in search of plants suitable for transplantation in America.

THE OPIUM QUESTION.

DECLARATION BY SIR EDWARD GREY.

(Reuter's Service to the China Mail.)

LONDON, August 25.

Sir Edward Grey, Secretary for Foreign Affairs, replying to a memorial from Scotland urging a speedier ending of the opium traffic and a relaxation of treaty obligations in favour of China, said the British Government sympathised with the object of the memorialists, but the reports of the British representatives in China tended to confirm the opinion that the period proposed by China was in no wise excessive to enable a change of such magnitude in the habits of the population. The Government were bound to uphold British treaty rights, but they had made it clear to China that the Government had every desire to support a bona fide suppression of the traffic.

A NEW GUNNERY RECORD.

The 29th Company Royal Garrison Artillery, at Portsmouth, has achieved a new gunnery record by registering twenty hits in twenty rounds with quickfiring in 59s. The shots were fired at floating targets moving at 24 knots, 1,700 yds. distant.

SOLD THE WORLD OVER.

WE have in stock many colic and diarrhoea medicines, says E. M. White, a prominent merchant of Turtle Bayou, Tex., U.S.A., but sell more of Chamberlain's Colic, Cholera and Diarrhoea Remedy than of all others put together. It is sold by all chemists and druggists.

STRIKE AT PITTSBURGH.

TROOPS CALLED OUT.

(Reuter's Service to the China Mail.)

LONDON, August 24.

Strikers at Pittsburgh, incited by women, attacked the steelworks. Troops fired a volley on the strikers and arrested scores of them.

A Deputy Sheriff, a trooper and three foreigners were killed and twenty persons were wounded, many of them fatally.

CHINA AND JAPAN.

OFFICIAL BANQUET IN TOKYO.

("Independent News Agency's" Service to the China Mail.)

TOKYO, August 24.

Commissioner Li Chia-chu having finished his investigations into the Japanese constitution is preparing to return to China. He was entertained by important officials in the Departments of Foreign Affairs, Justice and Finance at a farewell dinner last night.

KOREAN CROWN PRINCE.

RETURNS FROM NORTHERN TRIP.

("Independent News Agency's" Service to the China Mail.)

TOKYO, August 24.

The Korean Crown Prince, who has been on a trip through the northern provinces, accompanied by Prince Ita, returned to Tokyo last evening.

KOREAN CENTRAL BANK.

APPOINTMENT OF PRESIDENT.

("Independent News Agency's" Service to the China Mail.)

TOKYO, August 24.

Mr. Ichihara, general manager of the Korean branch of the First Bank, has been appointed President of the Central Bank of Korea.

THE CHINESE NAVY.

(Wah Te Yat Po's Service.)

PEKING, August 24.

Prince Shun and Admiral Sa will visit Japan after they have completed their tour of the China Coast in search of naval stations. They are travelling by the cruiser *Hai-chi*.

A SECRET CONCLAVE.

(Wah Te Yat Po's Service.)

PEKING, August 24.

The Grand Councilors and the President of the Board of Foreign Affairs have held a secret meeting in the house of H.E. No Tung, to consider the Manchurian affair.

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Test for 15 years as an Ideal Scotch for this climate.

\$14 Per Case.

H. PRICE & Co., Ltd.

WINE MERCHANTS,

12, Queens Road

WEDNESDAY, AUGUST 25, 1909.

MARINE INSURANCE CLAIM.

Echo of the 1908 Typhoon.

At the Supreme Court to-day, before the Chief Justice (Sir F. Pigott), an action was commenced by the Tung Sang Wo Firm, of 2, Ningpo Road, Shanghai, and the Po On Marine Insurance and Godown Co., Ltd., of 187, Wing Lok Street, Hongkong. The plaintiffs claimed a sum of Tael 7,000 (equal to \$9,722.22) under a policy of insurance and also interest at the rate of 8 per cent until payment of judgment. They further claimed costs of the action.

The statement of claim was to the effect that plaintiffs were owners of 350 packages of ground nut oil, valued Tael 7,000, which was shipped by the s.s. Shao Hing from Shanghai to Canton and was insured against total loss by policy of the sea, including risk to drift, until safely landed under a policy of insurance with the defendant Company, dated July 17th, 1908. Before the oil was landed from the cargo boat in which it had been delivered from the s.s. Shao Hing it was totally lost in and by reason of the typhoon of July 27th and 28th.

The defendants admitted the allegations in the statement of claim but said that the loss of the oil happened after the expiration of a reasonable and ordinary period from the time at which the oil had been placed in the cargo boat for the purpose of landing. They further said that the oil was not lost by any of the perils or during the continuance of any of the risks covered by the policy.

In an amendment to the statement of defence defendants denied certain allegations in the statement of claim and pleaded that the oil referred to was discharged from the steamer Shao Hing and safely landed at Canton.

Plaintiffs in their reply denied that the oil was safely landed in Canton according to the custom of the port or to the customary meaning given by marine insurers to the words "safely landed" in policies of marine insurance.

Mr. M. W. Slade, instructed by Mr. R. A. Harding, was for plaintiffs; and Sir Henry Berkeley, K.C., and Mr. Duncan McNeill, of Shanghai, instructed by Mr. A. Holborow (from the office of Messrs. Deacon, Looker and Deacon) was for defendants.

Mr. Slade, opening the case, said there was no question raised as to the fact of insurance or the value of the goods. He went on to say that the Shao Hing came alongside Butterfield and Swire's pier at Hong Kong Island. That pier was a "T" shaped structure and the vessel discharging lies alongside the outer face of the "T". Messrs. Butterfield and Swire would not allow oil to be stored in their godowns. The oil in question was native oil and was packed in baskets lined with oil paper. It was a cargo which was very liable to leak, because the baskets were somewhat fragile. Messrs. Butterfield and Swire refused to take such oil into their godowns, the consignee had to take delivery of it in cargo boats, and it was then stored in one of the only two godowns in the whole port of Canton which would receive such oil. For the purpose of discharging from a boat, in this position the discharge was made from both sides of the ship, the process of landing being a little complicated by the necessity of weighing it out of the ship. The oil was weighed by the consignee before it was put into the cargo boats as a check upon the cargo boatman. In this case the cargo was discharged into the cargo boats across the pier, or, in terms generally used, "over wharf". The safe landing which the defendants alleged took place in Canton was the temporary deposit of the oil on the wharf on its way from the ship to the cargo boat. All the oil was, in fact, passed over the wharf into the cargo boats and subsequently lost. Dealing with the allegations of delay, Mr. Slade said the ship arrived alongside the pier on July 23rd, and she finished discharging cargo about mid-day on the 24th.

Having outlined the formalities necessary in landing cargo at Canton, counsel said the cargo was not landed until the morning of the 24th of July. That day, unfortunately, was a Customs holiday, so that no goods were examined or released on that day. On the following day there was an accumulation of work and the particular consignments in question were not released until late in the afternoon of July 25th. The cargo boats then took the oil further up the river in the direction of Canton to the Tung Yuen godowns, where space had been reserved for the cargo. On arrival the boatmen found a number of other boats laden with oil from other steamers which had discharged previously, anchored in front of the godown. In spite of the efforts made to hurry up the godown people, the cargo was still alongside on the night of July 27th. The next morning unfortunately the typhoon experienced earlier in Hongkong reached Canton, and the cargo boat lying alongside the wharf was wrecked and totally lost with her cargo on board. He submitted there was no unreasonable delay on the part either of the cargo boatman or the owners of the cargo; they did all they could to speedily land their cargo. Counsel explained that altogether there were 500 packages of oil shipped, but they were only concerned in that case with 350, as 200 had been sold before arrival, and the purchasers had taken delivery from the cargo boats; consequently this portion was not lost. Proceeding, Mr. Slade contended that the policy included within its scope the whole voyage. It did not apply merely to the arrival of the ship at the port of destination, but also to the continuation of the voyage which was carried out in lighters until the goods were safely landed. The risk insured against included risk of craft at both ends, or in the words of the policy "including risk of craft at both ends." Counsel quoted cases to show that when the cargo was lost in the landing of cargo boats, consequently this portion was not lost. Proceeding, Mr. Slade contended that the policy included within its scope the whole voyage. It did not apply merely to the arrival of the ship at the port of destination, but also to the continuation of the voyage which was carried out in lighters until the goods were safely landed. The risk insured against included risk of craft at both ends, or in the words of the policy "including risk of craft at both ends." Counsel quoted cases to show that when the cargo was lost in the landing of cargo boats, consequently this portion was not lost.

The Chief Justice—I should not think that there was much difficulty about the delay at the wharf. Mr. Slade—They have taken the two points and therefore I had to meet them. Evidence was called and the case adjourned.

HARDSHIP TO CHINESE CUSTOMERS OFFICERS.

During the hearing of a marine insurance case, at the Supreme Court to-day, it was stated by counsel for the plaintiffs (Mr. M. W. Slade) that an officer in the Chinese Customs service was absolutely forbidden to give evidence in any case as to the procedure of the Customs service. If he wished to do so he had to first resign his position and it was exceedingly problematical whether he would again return.

The Chief Justice—He wouldn't be liable to deprecation, I suppose (laughter). Mr. Slade—No, my Lord, but it is a very serious matter. If he is a British subject and is subpoenaed to appear and give evidence it may mean his ruin for life.

SEQUEL TO A PIRACY.

It will be remembered that some time ago the details were published of a piracy which took place in Nam Wan Bay, off the island of Cheung Chau. A trading junk named the San Fui Hop was making for Taiping when, on July 18th, she was held up by a gang of pirates, who got away with the whole of her mixed cargo, valued \$18,382, as well as tackle to the extent of \$1,400. For several days nothing was heard of the attacked junk or the crew, but eventually one of the men turned up and informed the police of the happening, saying the pirates, after taking off the spoil, beached the junk, and the other members of the crew had dispersed.

As the results of investigations, a number of arrests were made, and at the Magistrate's today five men were placed in the dock. Chief Detective Inspector Hanson said he would be guided by His Worship (Mr. J. R. Wood) with respect to the charges. He had charged all the five with piracy, although he had only been able to get one identified, and he also had another charge in reserve—that of receiving stolen goods. His Worship intimated that all the charges had better be proceeded with.

Mr. J. H. Gardiner appeared for two of the defendants and Mr. Reader Harris (from the office of Messrs. Wilkinson and Grist) for another, two being unrepresented. All pleaded not guilty; and after evidence had been heard the case was adjourned.

CORRESPONDENCE.

MOUNTED POLICE.

(To the Editor of the "CHINA MAIL.")

I served as a Volunteer during the Boer War and during that time had to operate with the Cape Police. I never saw such a "holy terror" crowd. They went through farm houses, held up cattle thieves, took prisoners when odds were against them, and all while on the march guiding a flying column.

If you want good men, as a stranger and as a New Englander, I say get your Cape or South Africans over to run your outside shows up-country and to guard your dollars. I'm likely to stop here for business and don't want my house burgled, so I write feelingly.

We've got bad police in our big cities; you've got no cause to talk of yours in this small one. What's the good of native police anyhow? Pay good men, Sir; you'll get them fast enough. Trained Colonials are the men for mounted police work.—Yours truly,

Hongkong, August 24th.

(To the Editor of the "CHINA MAIL.")

Sir,—Having read the account, "Our Police," in the China Mail of the 23rd inst., I would request you to publish for the information of your correspondent a few words in reply. To begin with, his suggestions on the whole are sound. What would be the use of a mounted police patrol doing duty on the roads here? Chinese criminals are too preoccupied to keep to the roads, they take to the hills. Leading from the roads referred to, there are footpaths galore on to the hills. Mounted police would also be of no avail in the New Territory. Even if there were good roads, a mounted patrol could only be mobile on the road. It would be utterly impossible to cross this country mounted for it is a vast tract of country. There is little fault to be found with the Force as a whole, and I think that the ratepayers are satisfied with the regime under Capt. Superintendent Badley, who is fettered by a cheese-paring Government. I doubt the Ex-Officer of the Cape Mounted Police could do any better under local circumstances than our European Police. If he is a smart officer why did he leave the Cape Mounted Police? Then he suggests interpreters as a necessary adjunct to accompany the patrol. Such would, however, show the force's inefficiency, for the patrol should be proficient in the native language. The interpreters would probably lead Ex-Officer into an ambuscade of highwaymen. In the New Territory there is nothing suspicious in passing a gang of Chinese, the villagers being under local circumstances than our European Police. If he is a smart officer why did he leave the Cape Mounted Police? Then he suggests interpreters as a necessary adjunct to accompany the patrol. Such would, however, show the force's inefficiency, for the patrol should be proficient in the native language. The interpreters would probably lead Ex-Officer into an ambuscade of highwaymen. In the New Territory there is nothing suspicious in passing a gang of Chinese, the villagers being under local circumstances than our European Police.

Attention has been drawn to a very striking utterance by the late George Merrett:—"The fear of death is the real cause of the English objection to conscription. Many come to me and say their trade would suffer, or they could not spare two years from their apprenticeship. They say, 'England is the last best place to live in, and they are afraid of being called out and getting shot at.' So they pay others to do the killing and dying for them. Every manly nation submits to universal service. In the present state of the world it seems among the necessities for safety. But nothing short of an invasion and the capture of London would induce England to think of it rationally. As it is, 80,000 Germans could march through England from end to end."

CRICKET. (Specialist written for the "China Mail.") The announcement that a week or a fortnight in November next will be set apart in Hongkong for interport rivalry at Cricket has caused those who have an affection for the English Summer game to seek rather more closely than is their wont, the reports in the Home papers of the sport they hold so dear, and the features of the present season have consequently been observed and discussed here with more than usual interest.

Beyond stating that, in the writer's opinion, the Army in Hongkong have never in the history of the Colony been able to place in the field so strong an eleven as they can now turn out, it is not intended in the present article to make any reference to local cricket, but to make, for those interested in the game as played at Home, a few observations upon two events which have occurred this year.

The first of such events is the death of Albert Craig, whose striking personality had earned him such popularity and respect in all sporting circles in England. Craig, who had reached the age of 53, was a Yorkshireman, but he was known to the Cricketers Public as "The Surrey Post." For close upon 27 years his familiar figure has been seen on every cricket and football ground of note throughout the United Kingdom. His good humoured buster and his "Speeches" to his "constituents," as he termed the spectators, were always witty and free from malice. The Cricketers post started his career as a Post Office, and had it not been for writing a few lines on William Bates at Doversbury, which sold like wildfire, he might have continued in his original path of life. The unprecedented sale of his verses fired his ambition and he began his unique profession as cricket rhymster at Bradford. Thence he came to London with an excursion ticket, of which he would proudly boast, he never used the return half. He used to give verses composed with cricket or football of more than an average quality, and found a profitable market for them amongst the spectators at important matches.

His remarkable personality gave him a wonderful grip over any crowd with which he might come in contact. A proud moment in his life occurred last year at a football match between two league clubs. "Objecting to the referee's ruling the spectators threatened to rush the ground. Craig was equal to the occasion. Jumping on a box, he shouted out: "Boys, do nothing to-night that you will regret to-morrow. I have been your captain for 26 years, so take my advice and go home." They did go, and he afterwards received the thanks of the Committee for saving the reputation of the club. His action on that occasion was only characteristic of his general efforts to control a crowd whenever an opportunity offered. Often at cricket matches when an unpopular decision of the umpire's had given the crowd an imaginary cause of complaint Craig might be seen going slowly round the ring of spectators and keeping the people in fits of laughter by his never varying good humour and his ever-ready wit. The writer still remembers a prompt reply by Craig to a yokel who was not very susceptible to blandishment. "When," said the wag, sarcastically "are you going to open that public house at home?" "I'm only waiting," he instantly replied, with one of his broader smiles, "till you come and live near me, sir."

We shall miss him when we go to the Oval or Lords or Canterbury, and we shall vainly vain the smile of anticipation which invariably appeared on the countenance of the spectators when the words "Here comes Craig" announced that the "Post" was on his way round the ring towards us. The second event upon which it is proposed to touch in this article is the meteoric arrival of D. W. Carr the new "goody" bowler who has fairly taken the cricket world by storm. The Home papers say that no one seems to have heard of the new Kent bowler until this season and this despite the fact that he is nearly forty years old; but that his reputation has been established already by his work in the two "Gentlemen" Players' matches. Carr took eight wickets for 138 runs in the first match, and at Lords he secured six for 71 in the first innings. As a matter of fact Carr has been known in Kent as a second bowler for several years. Born at Blackheath, and thus qualified for Kent, Carr is in his thirty-seventh year, and is now a Master at St. Paul's School. He was educated at St. Paul's Grammar School in Kent and afterwards went to one of the Universities. The writer cannot at the moment remember which one it was. At school he was in the first eleven, and was then a slow to medium leg break bowler. If he has kept his pace and length, and in addition, acquired the invaluable faculty of being able to make the ball break either way without any perceptible change of action he now may well be the great bowler he is said to be. The writer, although it is some 14 or 15 years since he played with and against Carr who may possibly have varied his style from time to time, doubts the accuracy of the Home papers in saying that Carr was a fast bowler. Probably some of the cricketers in the Buffs have played more than a medium pace bowler and rather on the slow side at that. Last summer it is stated, Carr took something like 800 wickets in the month of August. He enjoyed quite a triumph in the second innings of the Gentlemen-Players match at the Oval, when he disposed of Haywood, Haydon, Kinnaird, Quin, and Woolley. It is said that the famous professionals watched him from the pavilion very carefully but frankly admitted that they could not discover from anything in his delivery, which way the ball would turn. He was paid the highest honor of being chosen to play for England in the last test match and although he has made a late arrival he will hope his stay in the cricket arena will be a long one. He is a "Kensal man" and a loving player, except, perhaps, being a "man of Kent" could be. Kent will be very near the top of the Championship tree, if not actually occupying the premier position, and this statement is made with the greatest confidence by Carr, who, almost certainly, has able help in his country regularly during August and September, when he will be free from his school duties.

A STRANGE STORY FROM SELANGOR.

(Specialist written for the "CHINA MAIL.") The population of the Federated Malay States comprises a surprising collection of representatives of various Asiatic races. Besides the aboriginal Sakai and the nominal holders of the soil, the Malays, there are to be found Chinese (mostly from Kwangtung and Fokien), Tamil, Bengalis, Sikhs, Singhalese as well as natives of Java, Borneo and the adjacent islands. Among these various peoples by far the most numerous are the Chinese. They are, indeed, the backbone, as it were, of the F.M.S. and the Straits Settlements. They are the capitalists, chief tin-miners, traders and workmen. Some of these people are of course new arrivals in the country; others are residents of several years' standing, while there is a large number who have been born in the country and to whom China is little more than a name. In Singapore, Malacca and Penang there are large numbers of these people (mostly of Fokien extraction) who cannot speak a word of Chinese and whose vernacular is Malay. In the Malay Peninsula they are known as "Babas." Most of them are more or less well-to-do, the bulk of them being "Kranis" (clerks) shop-keepers, and minor-owners. Some of them, however, are extremely wealthy and the chief sector in the following account is one of this class.

Some years ago in the troubled times of the Peninsula, just before the States were taken over by the British Government, there was a certain Chinese of the surname Yap. He made regular work on the Malay who opposed his tin-mining operations; and the story is told in the State of Selangor that he offered a reward of \$10 for every Malay head brought into Kuala Lumpur, the capital. Be this as it may, he amassed an enormous fortune, owned lands and houses, mines and plantations, and at last died and by the terms of his will his property was shared among his sons. One of these, known locally as Ba-Chi (although that is not his name) has made himself notorious in many ways. His large fortune enabled him to keep up a splendid establishment and he was daily to be seen driving about the streets of Kuala Lumpur and the district in a magnificent motor-car or in a gorgeous chariot drawn by spanking horses. He was known as a sportsman and racing man but unfortunately he was noted for excessive gambling and pursuit of a still more questionable nature.

In spite of his large income it was commonly reported that he was heavily indebted to the Chetties (Tamil money-lenders). His latest exploit has, however, brought him within the grasp of the law and the consequences are likely to be very serious for him. Near the town of Kuala Lumpur there is a small village called Puteh and near this place is a hill in the valley behind which is a Chinese temple which is the property of the man in question. A short time ago an English Detective Inspector of Kuala Lumpur discovered several hundred Chinese in this temple holding a meeting. The detective advised them to disperse, warning them that such a meeting was illegal. The Chinese thereupon formed the officer of honor or master of the hall, so he called back to Kuala Lumpur and returned with a body of police. These latter walked into an ambush and in the fight which followed many, including the detective inspector and the police, were routed. Reinforcements were sent from Kuala Lumpur and certain residents of the town went with the police as volunteers. This time the Chinese thought discretion the better part of valour and bolted. One of the priests was killed, however; and on the police searching his belongings documents and a register were found. These papers stated that the abovementioned Ba-Chi had sworn in no fewer than 4,000 of his compatriots for the purpose it is surmised of rebelling against the States Government. The man was arrested and confined in Kuala Lumpur Goal. At short notice the court of the sultan the Court has refused to let him out on bail even though \$40,000 (over £4,600) was offered. The affair has caused no small stir among the people of Selangor and the neighboring States and all are wondering what the outcome of it will be. It is surmised, however, that it will be aimed at the ringleaders have only themselves to thank if they are severely dealt with, for in no other part of the East do the Chinese live under such favourable conditions as they do in the F.M.S. They have the advantage of the law without fear or favour, and the property of the Chinese, especially of the "Baba" class, is better protected by the British rule in those countries.

At the Temple Pier, London, a demonstration has just been given by the Italian inventors, the pachymeters, by means of which a vessel can be accurately weighed, the vessel itself acting as the weighing machine. In a barge moored to the pier stood a vertical iron tube rising to the level of the deck and connected at the lower end by a smaller tube with the water beneath the hull. The water in the tubular column at the level of the river. In this column of water was a float several feet long, so nicely shaped that at whatever depth the barge lay in the water the horizontal area of immersion of the float was always proportionate to the horizontal area of immersion of the barge. The displacement was consequently in the same proportion. The float was connected with a steel rod or graduated scale that when a cargo is loaded or unloaded the change of displacement can be read off at a glance. The pachymeter certainly has the merit of simplicity, the float in the tube serving the purpose of a model in a tank. The merits claimed for the pachymeter are that it means a great saving in the cost of weighing, that it enables a captain accurately to gauge his leakage in case of collision, and that it will make the ton of fifteen or sixteen hundredweights common in Mediterranean coaling ports a thing of the past. The Italian Government has given its formal approval, and the Italian Customs-house is willing to accept the readings. The instrument is guaranteed to register to one-fiftieth of 1 per cent of the correct weight. As the demonstration is of the greatest interest, it is suggested that the barge, when registered, be weighed within a few pounds. The wonder is that this simple device was not invented a hundred years ago.

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THE GIRLS OF GOTTENBURG. (2nd Edition). FROM THE GAIETY THEATRE, LONDON. PRIOR AS USUAL. Booking at Moutrie's. Hongkong, August 24, 1909. 1079

THE SOUTH AFRICAN UNION BILL passed the second reading in the House of Commons without a division, the leaders on both sides of the House strongly supporting the Bill. With regard to the colour distinction to be drawn in respect of franchise and membership of the legislative assembly, the Government have made an agreement. This distinction, it was felt, were repugnant, but they must be accepted in order to save the Union.

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The Conversion of Con Oregan and other Stories, by Dorothy Cory.

The Secret Power, by Walter Wood.

The Red Rose of a Summer, by Louise Mack.

The League of the White Hand, by Oswald Crawford.

The House of Intrigue, by Percy White.

A Little Green World, by J. E. Buckner.

An Honest Man, by Ralph Harold Brereton.

Spies of the Kaiser, by Wm. de Quenz.

A Royal Ward, by Percy J. Brester.

The Cops, by Harold E. Brown.

A Sense of Honour, by Beryl Faber and Cecile Hamilton.

Elizabeth Visits America, by Elinor Glyn.

The Romance of Beauty, by Roy Horman.

Beyond, by Frank T. Bullen.

Philip Lancelot, by Charles Owen.

The League of Mayfair, by Anna, Compton.

The First Lady, by Lady Frederic.

Where Blows Fall, by Allen Tate.

Other Titles than Love, by Handyside.

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Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Leave	Due
to	Hongkong	from Colombo to	Marseilles & London	from London
Steamer	Tons	Steamer	Tons	Steamer
ARCADIA.....7000	Feb. 19	CHINA.....11000	March 5	March 11
DELTA.....7000	March 5	CHINA.....11000	March 19	March 25
MAEDONIA.....10000	March 19	CHINA.....11000	April 2	April 8
MAEDONIA.....10000	April 2	CHINA.....11000	April 16	April 22
MAEDONIA.....10000	April 16	CHINA.....11000	April 30	May 6
MAEDONIA.....10000	April 30	CHINA.....11000	May 14	May 20
MAEDONIA.....10000	May 14	CHINA.....11000	May 28	June 3
MAEDONIA.....10000	May 28	CHINA.....11000	June 11	June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARE TO LONDON (Including Suez):
1st Saloon.....£71.10 Single. £106.14 Return.
2nd"£43.8"£72.12

In addition to the above Mail Steamers the following—
INTERMEDIATE (Non-Through) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due
to	Hongkong	London
SYRIA.....6800	January 18	March 12
SUMATRA.....6800	February 1	March 25
SYRIA.....6800	February 15	April 8
SYRIA.....6800	March 1	April 22
SYRIA.....6800	March 15	May 5
SYRIA.....6800	March 29	May 19
SYRIA.....6800	April 12	June 2
SYRIA.....6800	April 26	June 16
SYRIA.....6800	May 10	June 30
SYRIA.....6800	May 24	July 14

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARE TO LONDON (Including Suez):
1st Saloon.....£38.10 Single. £57.4 Return.
2nd"£23.10"£37.4

* Carry 1st and 2nd Saloon Passengers.

For further particulars apply to
E. A. HEWITT, Superintendent.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI,
KOBE, YOKOHAMA, HONOLULU AND
SALINA CRUZ (Mexico).

sails 1909.

s.s. America Maru - - 5000 tons gross Aug. 30th, at 5 p.m.

s.s. Hongkong Maru - - 6000 " " Oct. 26th, at noon.

s.s. Manshu Maru - - 5000 " " Dec. 10th, at noon.

For particulars apply to K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama, 354

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR ON ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIMAH	JAVA	Do.	SHANGHAI	Do.
TJILIWONG	JAPAN	Do.	JAVA	Do.
TJIKINI	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIPANAS	JAVA	Do.	SHANGHAI	Do.
TJIBODAS	JAVA	First half of Oct.	JAPAN	First half of Oct.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

YOKO BUILDING, 1st Floor. TELEPHONE No. 375.

1307

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	3540	R. Rodger	Manila	Friday, Aug. 27, at 5 p.m.
SUBI	3540	W. A. Brown	Manila	Saturday, Sept. 4, at Noon.

For Freight and Passage, apply to
Shewan, Tomes & Co., General Managers.

Hongkong-New York.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT MAHARAJA COAST.)
S.S. INDRA PURA.....1000 17th September, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, August 25, 1909.

SHAM ANHO ENT

Shipping

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MAEDONIA,'

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSEILLES AND LONDON, VIA BOMBAY,

WILL leave Hongkong on MARCH 19th, 1910, staying

at Bombay 24 hours only and is due to arrive at—

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON—

1st Saloon.....£71.10 Single. £106.14 Return.

2ND"£43.8"£72.12

For further Particulars apply to

E. A. HEWITT, Superintendent.

Hongkong, August 18, 1909.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG—SOUTH CHINA
COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light and First-
Class Cuisine.

HAITAN.....SWATOW, AMOY & FOOCHOW. FRIDAY, 27th
Capt. J. S. Roach. Aug. at 2 p.m.

HAITAN.....SWATOW, AMOY & FOOCHOW. TUESDAY, 31st
Capt. A. E. Hodgins. Aug. at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and
depart from, the Company's Wharf (near Blake Pier).

A reduction of 20 per cent on First-Class Fares to Foochow will
be made during the months of August and September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, November 17, 1908.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO.AUSTRALIAN
MAIL
SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Sept. 21.	15th Sept. at Noon.
EASTERN	Oct. 19.	13th Oct. at Noon.
ADENAM		10th Nov. at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, November 7, 1908.

MEXICAN DIRECT LINE.

TO MANZANILLO, MAZATLAN AND GUAYMAS, MEXICO,
VIA MOJI, JAPAN.

The S.S. PERSEA, 9500 tons, Capt. A. LOCKETT
will be despatched for the above ports on the 2nd SEPTEMBER.

Onward at Guaymas with the Sonora R.R., at Mazatlan with the Cananea, Yagui
River and Pacific R.R., and at Manzanillo with the MEXICAN NATIONAL LINES,
for all the principal places in Mexico and points beyond.

The steamer is fitted throughout with electric light, and will carry Saloon, Second-
class, and Steerage passengers. For further information and rates for Passage and
Freight apply to

THE HONGKONG & SHANGHAI S.S. CO.

37, DES VOUX ROAD CENTRAL.

Hongkong, August 13, 1909.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.THE Company's Steamship
POLYNESIESE.Captain Broo, will be despatched for the
above ports on MONDAY, the 30th
August.

P. DE CHAMPAGNE, Agent.

Hongkong, August 23, 1909.

CHARGEURS REUNIS CO.

FRENCH STEAMSHIP COMPANY.

REGULAR FREIGHT SERVICE
TO SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.THE steamer of the Chargeurs Reunis
will proceed from Yokohama DIRECT
TO SAN FRANCISCO, without any call
en route, thus affording a fast regular cargo
service from China and Japan to San
Francisco.The S.S. ANIMAL DUFRENE,
10,000 tons, Captain X.will be despatched for San Francisco and
other above destinations on or about the
19th September.

For further particulars apply to

E. A. HEWITT, Superintendent.

Hongkong, August 11, 1909.

CHARGEURS REUNIS CO.

FRENCH STEAMSHIP COMPANY.

REGULAR FREIGHT SERVICE
TO SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.THE steamer of the Chargeurs Reunis
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TO SAN FRANCISCO, without any call
en route, thus affording a fast regular cargo
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10,000 tons, Captain X.will be despatched for San Francisco and
other above destinations on or about the
19th September.

For further particulars apply to

E. A. HEWITT, Superintendent.

Hongkong, August 11, 1909.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREITENBURG.

FOR EUROPE.

THE Steamship
GORDEN.Captain R. WINDHAM, will leave on
THURSDAY, the 26th inst., at 5 p.m.
NORDDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.

Hongkong, August 24, 1909.

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND
SHANGHAI.THE Co.'s Steamship Saida, having
arrived, Consignees of Cargo are hereby
informed that their Goods will be
landed at their risk, into the hard-
wood and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Ltd., whence delivery
may be obtained.No claims will be admitted after the
Goods have left the Godowns, and all
claims must be sent to the Office of the
Underwriter before Noon on the 30th
August, 1909, or they will not be re-
cognized.No Fire Insurance has been effected,
and any Goods remaining in the Godowns
after the 30th August, 1909, will be subject
to risk.Bills of Lading will be countersigned by
SANDER, WHEELER & Co.,
Agents.Prince's Building,
Hongkong, August 23, 1909.PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU,
JAPAN & MANILA.CONSIGNEES OF Cargo per Steamship
MONGOLIA.The above-mentioned steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading for
counter-signature, and to take immediate
delivery of cargo from alongside.Cargo impeding the discharge of the vessel
will be landed at once at Consignees' risk
and expense.All cargo undelivered on SATURDAY,
August 28th, 1909, at Noon, will be subject
to risk.All chafed and otherwise damaged cargo
will be examined at the above Company's
Godown on THURSDAY, August 26th,
1909, at 10 a.m.S. SILVERSTONE,
Agent.

Hongkong, August 20, 1909.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU,
JAPAN & SHANGHAI.CONSIGNEES OF CARGO per Steamship
TENYO MARU.The above-mentioned steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading for
counter-signature, and to take immediate
delivery of cargo from alongside.Cargo impeding the discharge of the vessel
will be landed at once at Consignees' risk
and expense.All cargo undelivered on TUESDAY,
August 24th, 1909, at Noon, will be subject
to risk.All chafed and otherwise damaged cargo
will be examined at the above Company's
Godown on MONDAY, August 23rd,
1909, at 10 a.m.S. SILVERSTONE,
Agent.

Hongkong, August 23, 1909.

INDO CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.THE Co.'s Steamship Footang having
arrived from the above Ports, Con-
signees of cargo by her are hereby informed
that their Goods will be delivered from
alongside.Cargo impeding the discharge or re-
maining on board after 4 p.m., the 21st
August will be landed at Consignees' risk
and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, August 23, 1909.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLAWERS.

FROM LEITH, ANTWERP, MID-
DIEBRO, LONDON & STRAITS.CONSIGNEES OF Cargo are hereby in-
formed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Ltd., whence delivery
may be obtained.No claims will be admitted after the
Goods have left the Godowns, and all
claims must be sent to the Office of the
Underwriter before Noon on the 30th
August, 1909, or they will not be re-
cognized.All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 27th of August, at
9.30 a.m.All claims must reach us before the 31st
of August, 1909, or they will not be re-
cognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the undersigned.NORDDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.

Hongkong, August 20, 1909.

'SHIRE' LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship Flinders,
having arrived from the above ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and placed
at their risk in the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, Kowloon and West Point,
whence delivery may be obtained.No claims will be admitted after the
Goods have left the Godowns, and all
claims must be sent to the Office of the
Underwriter before Noon on the 30th
August, 1909, or they will not be re-
cognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the undersigned.NORDDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.

Hongkong, August 20, 1909.

JARDINE, MATHESON & CO., LTD.

General Managers.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.45 a.m. Every 15 minutes.

11.45 a.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 2.45 p.m. Every 15 minutes.

2.45 p.m. to 3.15 p.m. Every 15 minutes.

3.15 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.45 a.m. Every 15 minutes.

11.45 a.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

